

Expanding Transit in the Baltimore Region

The Maryland Transit Administration (MTA) is continuing study on two priority projects: the Red Line and the Green Line. The Red Line would provide a direct connection from Woodlawn to Patterson Park and the Green Line would connect Johns Hopkins Hospital to the Morgan State University/Good Samaritan Hospital area. Both projects are in the planning stage. Construction activities are not scheduled for either project at this time. (See Red Line Planning Schedule on page 3.) Currently, the MTA is preparing to present new information on the Red Line at public open houses.



The primary goal for the Red Line is to improve mobility in Baltimore. The Red Line will also:

- Improve transit connections
- Support community revitalization plans and help support economic development
- Provide transit options through heavily traveled corridors in the Baltimore area as part of a strategy to reduce traffic congestion.
- Provide opportunities for transit-oriented development
- Reduce automobile-generated air pollution.

Robert L. Ehrlich, Jr.
Governor

Robert L. Flanagan
MDOT Secretary

Robert L. Smith
MTA Administrator



MTA September 2004

CONTACT US:

For further information about this project, please contact:

Lorenzo Bryant, Project Manager
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202

Phone: 410-767-3754
410-539-3497 TTY

Email: redline@mtamaryland.com
Web site: www.baltimoreregiontransitplan.com



The Red Line Study is Moving Forward...



Where will the Red Line go?

Where will the stations be located?

What type of transit will it be?

Shaping Transit's Future Today!

Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202



Attend an Open House near you and find out more!

PRSR STD
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MTA

Get Involved...

Your input will be a critical factor in developing transit alternatives.

The MTA is hosting a series of public open houses for the Red Line in the fall of 2004. (See sidebar for dates and locations.) You are encouraged to attend to receive the latest project updates and information. Your input is important as the study team evaluates:

- Where will the transit routes be and how will they be built?
- Where will the stations be located?
- What impacts and benefits will the Red Line have in my community?

Potential traffic impacts, the importance of connecting existing transit with any new transit modes, and specific alignment choices were major comments expressed to the MTA by those who attended the Scoping Meetings held in May and June of 2003. The Scoping Meetings helped the MTA to identify alternatives and issues that will need to be considered such as community and neighborhood impacts, potential impacts to historic structures, parklands and other environmental concerns.

As part of the Environmental Impact Statement process, many federal regulations must be addressed, including Section 106 of the National Historic Preservation Act of 1966. This regulation requires that government agencies consider the effects of projects on historic properties (buildings, historic districts, archaeological or cultural sites) that are eligible for the National Register of Historic Places. If you are interested in the Section 106-Public Involvement process, preservation specialists will be available at the open houses to provide information and take your comments.

Plan to attend one of these Fall Open Houses on the The Red Line Study

Tuesday, October 26, 2004; 4 - 8 PM
War Memorial Building
101 North Gay Street
Baltimore, MD 21202
Served by Bus Routes: 2, 5, 8, 15, 19, 20, 23, 35, 36, 91, 150, and Market Place Metro Subway Station

Wednesday, October 27, 2004; 4 - 8 PM
Woodlawn Community Center
2120 Gwynn Oak Avenue
Baltimore, MD 21207
Served by Bus Routes: M-6 and Gwynn Oak Park Loop Service on 44

Thursday, October 28, 2004; 4 - 8 PM
Saint Patrick's Church - Broadway
Broadway and Bank Streets
Baltimore, MD 21201
Served by Bus Routes: 7 and 10

Wednesday, November 3, 2004; 4 - 8 PM
Hampstead Hill Elementary School
500 South Linwood Avenue
Baltimore, MD 21231
Served by Bus Routes: 7, 10 and 13

Thursday, November 4, 2004; 4 - 8 PM
Harlem Park Middle School
1500 Harlem Avenue
Baltimore, MD 21217
Served by Bus Routes: 1, 15 and 21

Saturday, November 6, 2004; 10 AM - 2PM
Alexander Hamilton Elementary School
800 Poplar Grove Street
Baltimore, MD 21216
Served by Bus Routes: 15 and 16

Tuesday, November 9, 2004; 4 - 8 PM
Hunting Ridge Presbyterian Church
4640 Edmondson Avenue
Baltimore, MD 21229
Served by Bus Routes: 20 and 23

All locations are accessible to persons with disabilities. To request special services such as an interpreter for the hearing impaired, please call 410-767-7507 at least one week prior to

The Red Line Study



Red Line Service Area

The proposed Red Line is a 10.5 mile east-west corridor connecting the Woodlawn area of Baltimore County, Edmondson Village in Baltimore City, West Baltimore communities, downtown Baltimore and the communities in the vicinity of the Inner Harbor East and Fells Point/Patterson Park. In addition, the Red Line would provide service connecting to Baltimore's existing transit system – Metro Subway, Light Rail, Bus Service and MARC lines – and would serve major employers such as the Social Security Administration, the Center for Medicaid and Medicare Services (CMS), and the downtown Central Business District. The western portion of the Red Line study area consists of suburban type residential, shopping and office park land uses. The study area continues through downtown and Fells Point/Patterson Park areas and includes Baltimore row-house communities, the downtown business district, and the redeveloping residential and commercial areas in the Inner Harbor East.

Red Line Planning Schedule

PROJECT	TIMELINE
Definition of Alternatives / Alternatives Retained for Detailed Study	January 2004 - April 2005
Alternatives Analysis / Draft Environmental Impact Statement / Public Hearing	June 2004 - January 2007
Preliminary Engineering	January 2006 - November 2008
Final Environmental Impact Statement (FEIS)	April 2007 - April 2008

Types of Transit Being Studied

Alternative types (modes) of transit being considered for the Red Line include Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Enhanced Bus Service. The MTA is also required by the Federal Transit Administration (FTA) to study a "No-Build" alternative that allows the agency to compare the proposed new transit alternatives to the option of not building a new transit project.

BUS RAPID TRANSIT

- A transit mode that uses standard vehicles or advanced technology vehicles
- Combines stations, vehicles, fare collection systems and traffic signals into an integrated system that improves vehicle travel time and reliability
- Operates on existing roads and/or exclusive running ways



LIGHT RAIL

- Electric railway system that operates on track as single cars or short trains
- Rights-of-way can be at ground level, on aerial structures or in tunnels
- Can operate in mixed traffic, in the median of a roadway, underground or on a separate right-of-way



ENHANCED BUS SERVICE

- Consists of improvements to the existing bus operations and services in the corridor such as more frequent service and improved bus stops
- Intended to be a lower cost set of service/operational improvements



Want to continue to receive project updates?

Fill out and return this form to receive up-to-date project information.
Mail form to: Lorenzo Bryant, Maryland Transit Administration, PO Box 1432, Millersville, MD 21108

☐ Yes, I want to be kept informed about the Red Line Study. Please add me to your mailing list.

Name: _____

Organization (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

Email (optional): _____